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Supply

RECLAIMED PETROLEUM PRODUCTS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements and extends the guidance of AFRPD 23-5, *Reusing and Disposing Material*. It establishes procedures for collecting, segregating and processing reclaimed, recoverable and waste petroleum products (RRPW) according to T.O. 42B-1-23 and processes them through the Base Fuels (FP) account. This instruction applies to the 440 AW Supply Fuels Flight, Chief of Supply, Aircraft Maintenance, Fuels Management Officer and all activities generating reclaimed, recoverable or waste petroleum products at General Mitchell IAP ARS, WI.

SUMMARY OF REVISIONS

The new series 23 replaces the 144 series. References to AFM 67-1, Vol II, Part Two, *USAF Standard Base Supply System*, are changed to AFMAN 23-110, Vol2, Part2, *USAF Standard Base Supply System*, the organization/shop code for reclaimed products is changed from 381RF to 388 RF, para 4, and references to CMAL 93-4 are deleted. Paragraphs 5.1. Changes AFM 67-1, to AFMAN 23-110. Paragraph 5.2 changes DPDO to DRMO. Paragraph 5.4 adds sentence for JP8+100 fuel. Paragraphs 5.10 and 5.13 are deleted. Paragraphs 5.11/12/14 are renumbered. A (I) indicates revisions from previous edition.

1. General . Petroleum products represent a significant economic resource and proper accounting procedures and requirements must be followed. These general instructions should not be used in place of specific instruction contained in Air Force instructions, regulations, and manuals.

2. Definitions :

- 2.1. Generating Activity. An activity which generates recoverable or waste petroleum products.
- 2.2. Reclaimed Product. Product of known or determinable quality that can be used for the original grade or a lower grade without reprocessing except settling time, filtration and/or blending.

2.3. Recoverable Product. Product which has served its intended purpose or which contains foreign matter that renders it unfit for original or alternate use but can be reclaimed through processing or refining for other use the USAF or commercial industry.

2.4. Waste Product. Product which is no longer suitable for any use because of excessive degradation.

3. Category of fuels applicable to this instruction :

3.1. Category 1. Fuels.

3.1.1. Calibrating Fluid (MIL-C-7024).

3.1.2. Purging Fluid (MIL-F-38299).

3.1.3. Jet Fuels.

3.1.4. Mogas.

3.1.5. Kerosene.

3.1.6. Diesel Fuel.

NOTE: Each category defines the type of product within a given category and does not imply that products within that category may be mixed. All possible care should be taken to maintain product integrity to enhance reclamation and reduce disposal restrictions.

3.2. Category 5. Mixed Liquids. Mixed petroleum liquids not meeting the segregation requirements of Category 1 or any that are commingled or contaminated by halogenated solvents, oil/water emulsions, industrial chemicals, or related materials. Petroleum in this category is normally considered waste.

4. Responsibilities . Personnel assigned to the petroleum, oil and lubricants (POL) flight will ensure that all procedures are accomplished according to applicable manuals, instructions and directives. The 440 Logistics Group Commander will provide technical guidance to the FP account regarding input or output documents, transactions and other related computer products. Aircraft maintenance will ensure all procedures applicable to them are accomplished according to applicable manuals, instructions and directives. The 440 Fuels Management Officer will ensure all reclaimed fuel transactions are credited to the organization code (388RF) established specifically for this purpose.

5. Procedures :

5.1. All products recovered as defined under "Reclaimed Product" must be processed according to AFM 23-110, Vol 1, Part 3, and /or AFMAN 23-110, Vol 2, Part 2, Chapter 34.

5.2. All products recovered as defined under "Recoverable Product" are normally processed through the Defense Reutilization and Marketing Office (DRMO) if the base has determined that no local use exists. As a minimum, the accounting requirement outlined below will be maintained by the generating activity:

5.2.1. Date.

5.2.2. Unit receiving product.

5.2.3. Type of product.

5.2.4. Estimated volume.

5.2.5. Disposition of product.

5.3. Prior to defueling aviation fuels (AVFUELS), maintenance personnel will drain all water from aircraft sumps. A fuel sample will be retained for visual examination by fuel servicing personnel. The person taking the sample will ensure that a truly representative sample is taken.

5.4. Determine the fuel grade by consulting the aircraft record. Pay particular attention to aircraft that have undergone fuel cell maintenance where leak detection dye could have been used or for aircraft which normally use a certain grade of fuel, but which were last serviced with an alternate fuel. When there is doubt, or contamination is suspected, require a fuel test. Do not refuel JP* aircraft with JP8+100. Return JP8+100 defuels to bulk storage.

5.5. Care must be exercised when reclaimed product is being returned to base stocks to assure a minimum of two filtrations prior to being reserviced to aircraft. Reclaimed product should always be returned to bulk storage and not to operating tanks except where no bulk storage exists. The return of reclaimed product shall be at a ratio of not more than one gallon to 25 gallons of product currently in storage.

5.6. The same procedures that apply to AVFUELS also apply to the recovery and reuse of ground fuels. All fuels drained from motor vehicle, heavy equipment, power generators, etc., will be collected in clean containers and:

5.6.1. Returned to the same source from which taken when possible, or

5.6.2. Returned to base stock according to prescribed accounting procedures.

5.7. Ground fuels unfit for use as intended or alternate grades shall be disposed of according to the installation waste petroleum products management plan. AVFUELS, motor fuels and non-halogenated solvents will not be stored, blended, or burned in any heating facility without prior approval from the major air command.

5.8. After POL personnel defuel an aircraft, there is still a small amount of fuel left in the aircraft fuel tanks. This remaining fuel is drained according to T.O. 00-25-172, Ground Servicing of Aircraft and Static Grounding/Bonding, into a bowser by fuel cell personnel. Fuel being drained from aircraft sumps into containers or bowsers will not be allowed to free fall. Fuel that cannot be evacuated by normal truck defueling operations may be drained into approved clean containers or bowsers by fuel cell personnel. The containers will be marked with the grade of product being collected and restricted to this use only. Container painting and marking will be according to T.O. 42B-1-23, Section II. Personnel will ensure containers are not filled beyond $\frac{3}{4}$ container capacity to allow for fuel expansion.

5.9. All fuel drained from aircraft sumps shall be recovered by aircraft maintenance. Sampled and tested by the base fuels laboratory as required. Recovery will be according to T.O. 42B-1-23 procedures. Sample submission of aviation fuels will be submitted to off base laboratories as outlined in T.O. 42B-1-1, Section IV.

5.10. POL accounting procedures will be used for all reclaimed/recoverable petroleum products issued to using organizations.

5.11. A 1DF transaction will be prepared when product is collected.

5.12. Fuel that cannot be returned to bulk fuels storage (stock fund inventory) will not be credited.

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